

## Other Transportation Modes RSMo 21.795.3(3)

### Introduction

The information in this section is in accordance with the highlighted portion in the following section of the reporting statute. *“(3) The proposed allocation and expenditure of moneys **and the proposed work plan for the current fiscal year, at least the next four years**, and for any period of time expressed in any public transportation plan approved by either the general assembly or by the voters of Missouri. This proposed allocation and expenditure of money shall include the amounts of proposed allocation and expenditure of moneys in each of the categories listed in subdivision (1) of this subsection; ...”* Section 21.795.3(3), RSMo 2002 (L. 2003 TAFP HB 668) (*emphasis added*).

MoDOT is not just about highways and bridges. The 2006-2010 Statewide Transportation Improvement Program also contains information on aviation, rail, water, and transit modes to provide a total picture of transportation programs administered by MoDOT. However, unlike highways, MoDOT does not own or operate any non-highway transportation facility. This requires close coordination with local officials, normally a city or county government. The STIP is included in the first part of section 3 to fulfill the requirements of RSMo 21.795.3(3).

During fiscal year 2005, \$48.3 million in capital, maintenance and operating assistance was administered by MoDOT to aviation, rail, water and transit facilities. Funding came from a variety of federal and state government sources. This amount does not include local funding because in most cases it does not pass through MoDOT. Also, the local amount shown on the attached overview sheet only reflects the local match required for federal/state grants and does not reflect the total local amount expended, which is normally significantly more.

During FY 2005, 30 highway/rail crossings were equipped or upgraded with motorist warning systems and twelve crossings were closed. MoDOT has partnered with railroads to complete “corridor projects” in which all crossings on 50-75 mile sections of track are evaluated at one time for possible improvements, which also allows for financial participation by the railroads.

Other rail improvements include \$6.2 million for the state’s share of Amtrak funding for operations and railroad station improvements. Waterways funding included \$600,000 for operating grants to 9 public port authorities, one port commission, and assistance for two river ferry systems.

Just over \$14.1 million in state and federal aviation funding was provided to improve and maintain Missouri’s system of 119 general aviation airports. Commercial passenger airports such as Lambert Airport in St. Louis work directly with and receive funding from the Federal Aviation Administration. MoDOT administered projects included 9 airfield expansion and three airfield pavement maintenance projects. Funds were also provided to operate one air traffic control tower and 69 general aviation entitlement grants.

MoDOT procured 164 new vehicles for rural and urban public transportation providers. State transit operating assistance, amounting to over \$3 million, supported more than 59 million passenger trips statewide. State aid was provided to 195 public transportation providers and specialized organizations serving the elderly or disabled.

Multimodal Operations is the only area of MoDOT that administers programs funded with state general revenue. A tight state budget in recent years caused these programs to be cut an average of 37% in FY 2003, which resulted in fewer multimodal transportation options for Missourians. There has been some increase in federal funding for transit and aviation programs, but significant improvement depends on establishing a more substantial, reliable and consistent source of funding for the other modes.